

YOUR VIEWS

Please send your views on the proposed policies and strategies to the County Council by 4th April 1977. They may be sent via your Parish Council or County and District Councillors, or direct to:-

The County Planning Officer, Shire Hall, Cambridge CB3 0AP

PUBLIC MEETINGS

If you would like to know more about proposals for the Cambridge Sub-Area you are invited to attend one of the following public meetings at which there will be an opportunity to ask questions and to exchange views.

Tuesday 1st March 1977	Lower School Hall, IMPINGTON VILLAGE COLLEGE, New Road, Impington.
Thursday 3rd March 1977	Assembly Hall, MELBOURN VILLAGE COLLEGE, The Moor, Melbourn.
Tuesday 8th March 1977	Lower School Hall, SAWSTON VILLAGE COLLEGE, New Road, Sawston.
Thursday 10th March 1977	THE CORN EXCHANGE, CAMBRIDGE.
Tuesday 15th March 1977	The Shire Hall Club SHIRE HALL Castle Hill, CAMBRIDGE.

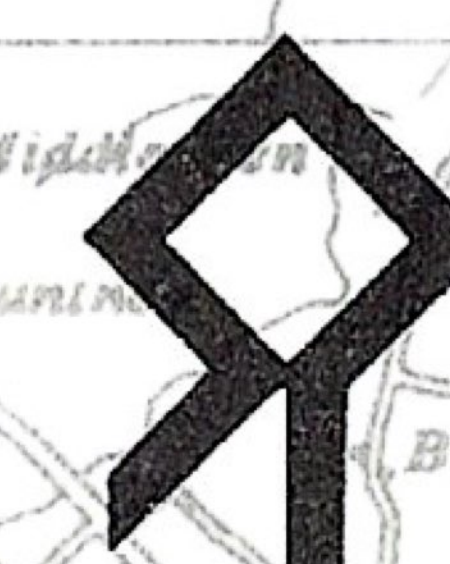
All meetings start at 7.30 p.m.

THE FULL REPORT

The full report on the Cambridge Sub-Area can be borrowed from your local library or purchased from the County Planning Department for 75p, or £1 including postage (payable in advance).

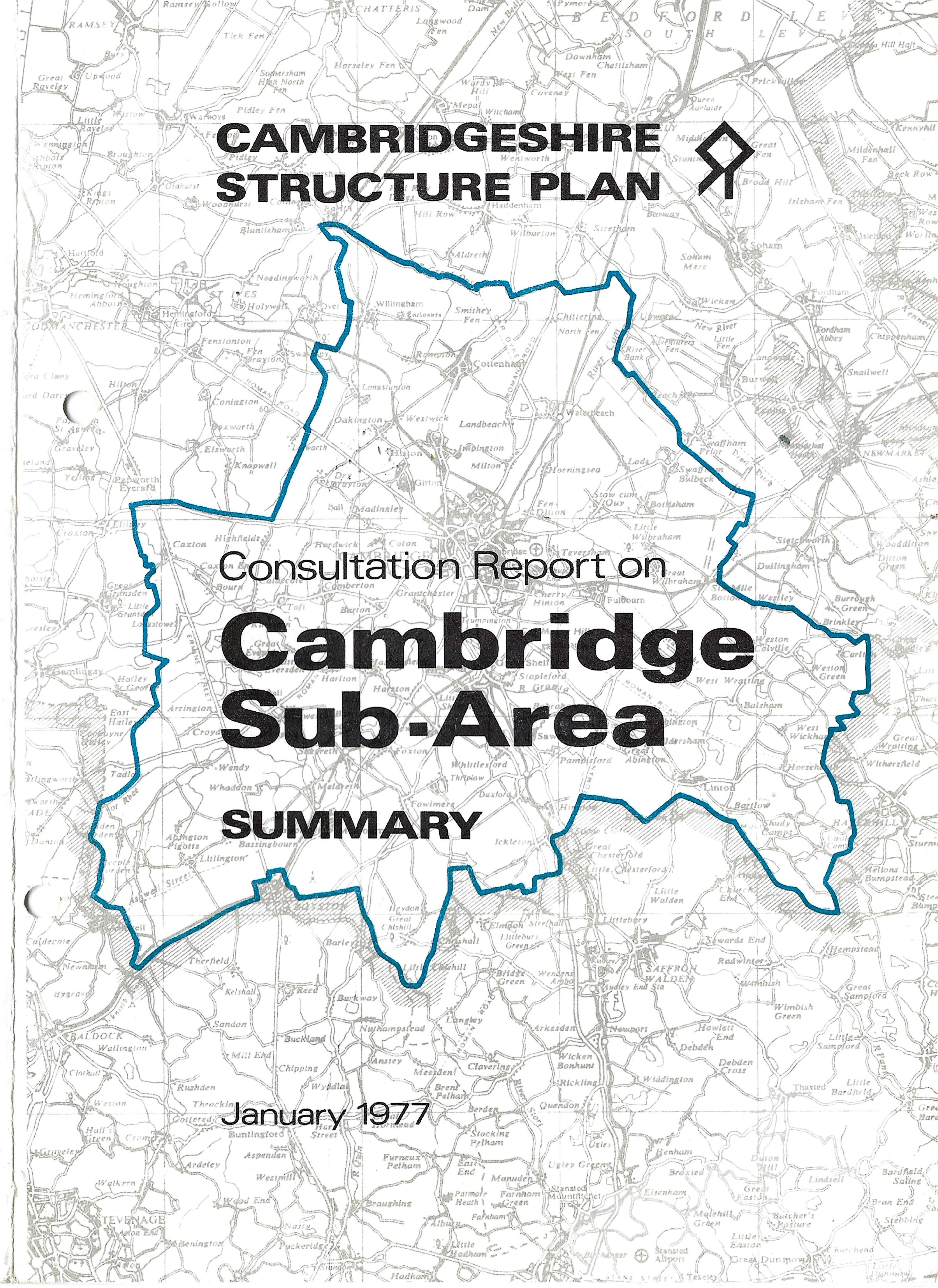
Telephone enquiries to County Planning Department Cambridge 58811
Extension 240 or 366.

CAMBRIDGESHIRE STRUCTURE PLAN



Consultation Report on Cambridge Sub-Area SUMMARY

January 1977



THE CAMBRIDGE AREA

In view of the particular importance of Cambridge a joint Study Team of officers representing the local authorities in the area has worked under the direction of the County Planning Officer to prepare a special Study of the City and its rural surroundings as part of the work on the County Structure Plan. This leaflet summarises the planning objectives, policies and locations for development which are recommended in the full report.

OBJECTIVES

Within the context of the County Structure Plan, the report proposes the concentration of most new housing and employment in or close to Cambridge. This is to save agricultural land, conserve the character of villages and the countryside, and minimise the distances people need to travel to jobs and services.

Other important objectives for the area are :

To preserve the unique historic character of the City.

To encourage some diversification of employment opportunities and local enterprise whilst maintaining control of growth.

To retain the City's role as a sub-regional centre whilst acknowledging that the associated pressures for development may continue to grow.

POLICIES

The report contains policies for a series of topics which are summarised below. It concludes that employment and settlement policies are crucial to a successful planning strategy:

1 Employment

To assist the development of the City's existing industries, by allocating local sites for expansion.

To encourage the development of science-based industries which will benefit from links with the University or other established research activities.

To provide for the development of other new industries on a modest scale by allocating land for small factories or workshops.

To restrain non-essential growth in offices and other service employment.

2 Settlement

It is recommended that existing policies should be modified to concentrate growth in areas adjacent to Cambridge and in a few associated villages. This would provide a wider choice of housing close to the main employment, shopping and sub-regional centre. Housing would be closely related to the development of employment and other facilities.

3 Green Belt

The Green Belt would be extended throughout the whole area except where the report proposes additional development.

4 Housing

There is a need for a co-ordinated approach to housing policies by all the authorities concerned.

5 Shopping

It is suggested that existing policies are modified to allow the development of a full-scale department store in the historic centre, whilst continuing to seek the improvement of Fitzroy Burleigh by progressive redevelopment.

6 Transport

The report advocates policies which would gradually reduce the need for traffic in the central streets. These could include development of park and ride systems and discouragement of all long stay parking in the central area. Buses, cycles and pedestrians would receive priority.

7 University

The report endorses the University's proposals for very limited future growth.

8 Tourists

Positive management policies could help to reduce the increasing impact of tourists on the Colleges and in the historic centre.

LOCATIONS FOR DEVELOPMENT

The report concludes by examining a number of possible locations for future population growth. Up to 1981 considerable development is inevitable throughout the area because of planning permissions already given. This could lead to an increase of about 10,000 people. During the following ten years it is estimated that there may be a further increase of about 15,000 people. Two possible strategies to accommodate that increase are described below.

STRATEGY 1

Population growth would be distributed in the following areas.

Milton	6,000
Fen Ditton	3,000
Trumpington (Clay Farm)	2,000
Sawston	2,000
Bar Hill	2,000

The major proportion of development would be very close to Cambridge at Milton, Fen Ditton and Trumpington. The growth at Bar Hill would complete the existing village plan.

Employment would be encouraged in each growth area, though only to a limited extent at Clay Farm. Further secondary education facilities would be needed in relation to growth in the Milton area and south of the City.

It should be possible to provide good public transport services to link each growth area with central Cambridge. Development would make use of spare capacity at the Milton Sewage Treatment Works and this strategy would appear to be relatively economical to develop.

In the longer term, Strategy 1 could form the basis for corridor development along the axis of the A10 (Milton) or the A45 (Fen Ditton).

Initial development could be restricted to Trumpington Sawston and Bar Hill to minimise public expenditure and retain maximum flexibility for the future. An alternative approach would be to begin development at Milton and Bar Hill, leaving the remaining villages till later.

STRATEGY 1



STRATEGY 2

All development could be to the north of the City taking advantage of the strategic potential of the Bar Hill and Milton areas.

Bar Hill	6,000
Milton	4,000
Waterbeach	3,000
Cottenham	2,000

Employment growth would be encouraged at each location, but only on a small scale at Cottenham. Further secondary education facilities would be needed in relation to the growth at Bar Hill and the Waterbeach/Milton area.

There would be a considerable increase in traffic on the A604, but the bypasses would help to distribute vehicles around the City and traffic management measures could also be introduced. The extension and improvement of public transport services would present no difficulty.

A major extension of the Sewage Treatment works serving Bar Hill would be necessary and there would be substantial losses of agricultural land. On the other hand Bar Hill offers the chance of building on to the nucleus of a community which is strategically well sited and where modern shopping and other facilities are already provided. This strategy presents the opportunity of long term growth along the A10 corridor, at Milton and Waterbeach.

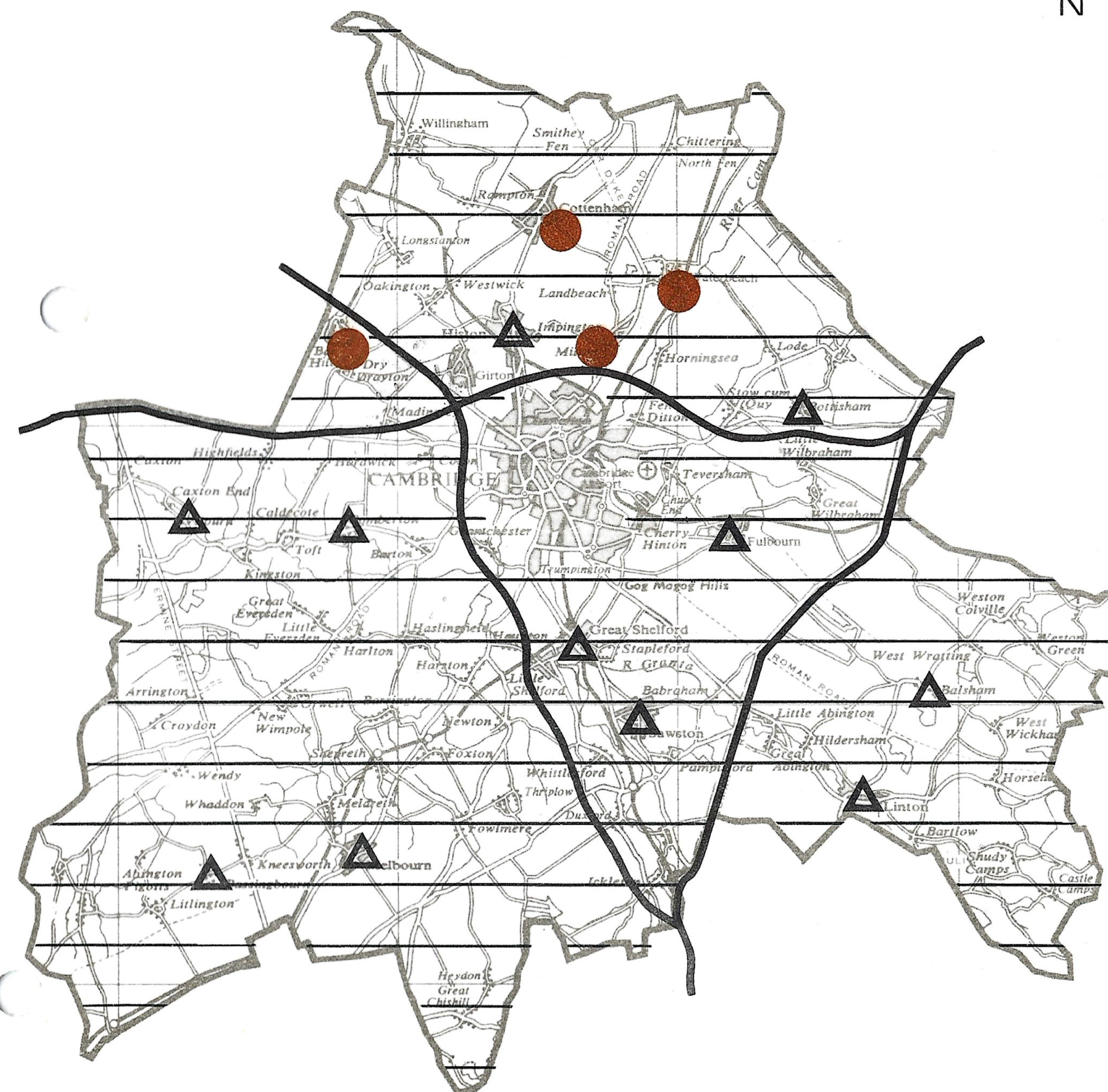
Initial development could take place either at Milton or Bar Hill, but the development of Bar Hill alone would mean that there would be no new housing areas close to the City for some time, following the completion of development at Cherry Hinton.

Service Centres

In both strategies a limited number of settlements would be designated as key or minor service centres. Private investment to improve shopping and services and some growth in employment would be encouraged. In minor service centres public investment would be necessary. Residential growth would not be permitted, except for essential local needs.

STRATEGY 2

Miles
0 1 2 3 4 5 6 7 8
Kms
0 2 4 6 8 10



-  **Housing and Employment Growth**
-  **Service Centres**
-  **Green Belt**
-  **Strategic Roads**